

THE Pacific Commercial Advertiser

A MORNING PAPER.

WALTER G. SMITH - - - - - EDITOR

TUESDAY : : : : : MAY 4

THE STEAMSHIP SITUATION.

We are told that because the local steamer Alameda has not carried a full list of passengers from this port for some time that the steamship passenger accommodations are quite satisfactory. Naturally, it is the Bulletin that makes this grand discovery. The trouble is that the majority of the tourists coming to Honolulu do not come on the Alameda, but on the larger through steamships. They come with passage back prepaid, only to find, too often, that they can not secure passage when they want it, or within a reasonable time, on any steamer of the line for which they have tickets. At the present time passengers arrive here on the Pacific Mail, for instance, and have to see vessels of that line sail away from here with accommodations not taken up, but which they can not use through the workings of a law made to fit altogether different conditions than those prevailing here. On the Lurline, last week, four passengers were taken who held tickets from the Canadian-Australian line, these tickets being good on the Matson boat through an agreement by the Canadian-Australian agents here. It is reported that it took the threat of a law to bring about the arrangements, however.

When the Bulletin, or any other opposer of the agitation to bring about the suspension of the coastwise laws, states that the existing steamship arrangements for outgoing passengers is in any way satisfactory, it is speaking in direct variance with the facts, facts easily ascertainable and of common knowledge.

To the steamship companies, the matter of passenger carrying is secondary to that of freight carrying. On her last trip out of this port and on many other trips preceding, the Alameda carried a full freight cargo. The Matson boats depend upon freight for their earnings; the American-Hawaiian vessels are freight boats pure and simple; the Pacific Mail liners bring and take much freight, and the trade indications are that the amount of incoming and outgoing freight from this port will steadily increase from now on. No attempt is being made to interfere with this business. It is neither the intention nor the desire of those opposing the present almost ridiculous embargo upon the right of Hawaiians to travel to deprive American vessels of their freight protection. More people in Hawaii means more freight for them, and the doing away of the restrictions upon travel means more people in the Islands.

Those who would do what is possible to multiply the tourist trade of Hawaii by making it possible for our visitors to come and go as they please are just as good Americans and with the interest of their country at heart quite as much as are those who would hold back the Territory for the sake of the few monopolistic dollars they imagine they secure by means of the coastwise laws, and they are in every light infinitely better citizens and more earnest patriots than those who barter away their few principles and sell out what are supposed to be their convictions for the sake of one free trip to the Coast and a little subsidizing advertising.

FOREIGN SUBSIDIES AFFECTING US.

Should events so shape themselves that the Canadian-Australian liners will be withdrawn from the Honolulu service, one more available tourist line will be closed and the situation respecting the comings and goings of tourists still further aggravated. At the present time, owing to the onerous restrictions of the coastwise laws, many American passengers for this port are forced to leave their country to take passage for Honolulu from Vancouver, a foreign port. Now, if the Canadian liners are to be withdrawn, even this foreign port will be a closed one so far as those desiring to come to Honolulu is concerned.

The report, which appears to be fairly well substantiated, that the Mariposa, of the Oceanic line, is to be withdrawn from the Tahiti run, owing to the advent of a French subsidized steamer, while not directly affecting Honolulu, has nevertheless also some bearing and interest in our case, providing an additional proof, if any be needed, of the necessity for steamship subsidies. A subsidy for American shipping to enable Americans on the seas to compete on equal terms with others is what is ultimately required to settle the transportation question and bring back the Stars and Stripes to a place among the flags of the world's merchant marine. A French subsidy puts an end to all the business of the Spreckels line, with the exception of the business of the Alameda. A British subsidy will keep the Canadian-Australian liners coming here. Japanese subsidized liners are to be in the future more frequent visitors to this port.

But, if the people of America care so little about the existence of an American merchant marine on the Pacific as to refuse a subsidy to American vessels, preferring to see them put out of business, Honolulu, by herself, can not help it. We can not support the whole burden, even at the risk of being told that we are "striking at the flag" by not trying.

If the people of New York can afford to "strike at the flag" by taking passage on British, French and German liners; if the people of Chicago can "strike at the flag" by traveling on the Canadian Pacific and the Canadian Northern railroads between American stations, and, if other Americans from Spokane, Seattle and Portland can "strike at the flag" by taking passage to Honolulu from Vancouver on British liners, our little strike in advocating an agitation for the same privilege will not be held against us.

A subsidy sufficient to encourage the building and running of American ships is required and the agitation for such should never cease until it comes. In the meanwhile, let us have the same right to travel that everyone else has, on American ships if possible, but on foreign ships when no others are available.

QUEEN'S HOSPITAL AND SUPERVISORS.

The Supervisors are to discuss the matter of voting an appropriation for the Queen's Hospital tonight. The present Territorial grant applies for that institution until July 1 next, after which the hospital will have to depend upon the county for funds to meet the deficit between its earnings and endowment income and its expenses of maintenance. The county has the money to grant the subsidy if the Supervisors decide to appropriate it. Upon the decision of the members of the board depends to a very great extent what name they will choose for themselves—that of representatives equal to the added responsibilities put upon them or of weaklings unable to rise above questions of petty politics.

It appears that the McCants Stewart who was injured in Portland recently is the eldest son of T. McCants Stewart and not that redoubtable gentleman himself. The real McCants is still in Liberia directing affairs of state and preparing to greet the American Commission when it arrives.

Any sceptical one who can not believe that the Star once got a special cable despatch is invited by that journal to step around and see "the original draft."

A BIG FUTURE AHEAD FOR ISLANDS

(Continued From Page One.)

vinced than ever. It appeals to me as a country which is a good one for young men to grow up in and make their mark and fortune. They say that opportunities nowadays are not so frequent, but I believe they are. The great Northwest is one of the most thriving portions of the United States, and there are opportunities everywhere. There is still room down here for more Irwins and Bishops and other prominent men of today who began their financial careers among you."

Mr. Law inquired about the holdings of government lands, and asked whether there was not a vast area which is now government land that could be opened up to development under settlers. As to the plantations, he thought it a wise matter to let the plantations develop and for other industries to take other lands.

As to San Francisco, he naturally

takes a great deal of pride in the great western city which has risen above its own ashes in less than three years to one of the finest cities in the United States. The faith of its own financiers in its future and the faith of outside capital is back of all its great rebuilding enterprise, and even today a magnificent city has risen above the ruins. He said that only a week before he left San Francisco the president of a great New York life insurance company went to San Francisco and was convinced that it was a good place to loan money, and negotiated loans amounting to about a million and a half dollars, with a promise of more in the near future.

Business is returning to the former commercial centers, Market street has come into its own again, the temporary business streets out in the residence districts are being vacated, and one has really to look for ruins to know that three years ago San Francisco was almost utterly wiped out. Mr. Law says that the high rate of insurance will not permit Van Ness avenue, which up to a few months ago was the temporary fashionable shopping center of the city, to be used for cheap stores. Nearly all the big business houses have gone into their new permanent quarters down town, and the temporary structures in front of Van Ness residences are being removed and people are beginning to take up their residence again.

"I think that Van Ness avenue will

become a fashionable hotel street," he added. "It is admirably adapted to that business. I have had talks with some of the leading men of that section about the matter, and I believe that plan will eventually be carried out. On my own property I am building for Mrs. Adler what may become the finest 'rest' sanitarium west of Chicago. The building alone will cost a hundred thousand and will be close onto a quarter of a million dollar proposition when ready."

At the time of the great fire the Law brothers were the owners of the great Fairmont Hotel, which they had purchased from Mrs. Oelrichs seventeen days before for a few million dollars. The fire gutted the magnificent building, leaving only the walls standing. The building originally cost about \$3,500,000, and the furnishings, which were not complete, half a million more. It had not been a paying proposition when they bought the business. Nothing daunted, they reconstructed the building at a cost of about \$2,000,000. Recently the Fairmont was sold back to Mrs. Oelrichs, and in the exchange Mr. Laws secured about forty acres of valuable lands on the harbor front between Van Ness avenue and the Presidio. That whole section is to become a busy section of San Francisco. The railroad is to be run under the hills, emerging back of the forty acres, near where the Army transport docks and warehouses are to be built. Mr. Laws is also interested in many large buildings downtown, among them being the big and handsome Monadnock building on Market street.

"You would hardly know Market and adjoining streets now," continued Mr. Law. "It is lined with magnificent buildings, of a pleasing architectural design, and solidity showing in every line. The new Palace Hotel is completed outside, but is incomplete inside. It bears no similarity to the old Palace, but will be much better. The new wing to the St. Francis Hotel does not even give them enough room. The hotels are thriving. Hariman is doing big things over in the flat lands below the Southern Pacific, where the tide lands have been filled in. It's difficult to say where the city is not being developed. Loans are better now, and, of course, even in the hardest times, the men who had money, the banks, etc., put their shoulders to the wheel and pushed, and put in their money, backed up enterprises, put more money in them when they needed cash, and are still doing it. It is one of the most marvelous recuperations known. San Francisco is better than ever, and it is one of the greatest of commercial cities."

"It seems strange to come way down here in the middle of the Pacific and find oneself in the midst of such a scene as this," and Mr. Law nodded to the animated group of beautifully-dressed women on the land of the Moana Hotel. "Why, this might be a hotel in Southern California or down in Florida. It's hard to realize that one is down here in tropical Honolulu. It shows that the American is populating all parts of the world."

SETTLEMENT PEOPLE'S GIFT

(Continued From Page One.) present him with some tangible sign of their appreciation for what he has done for them that he regards the gift with such deep gratification. The presentation of such a gift is an event unique in the history of the Settlement.

The presentation was made yesterday afternoon, Secretary Charlack and Dr. Pratt of the Board of Health and Superintendent McVeigh of the Settlement being the ones delegated by the lepers to call upon Mr. Bonine, express to him once more their aloha and hand to him their present. Mr. Bonine was much affected when he noted the value of the gift, having seen for himself the privations of the donors and being able to appreciate what the purchase of the cane had meant to them.

On the steamer leaving for Molokai this afternoon, Mr. Bonine is sending a number of rolls of picture film to the Settlement. Among these will be the Floral Parade pictures of 1908 and the "Poi Eaters," the same which disturbed the equanimity of the recent Legislature. He expects to get no violent criticisms concerning it from Molokai.

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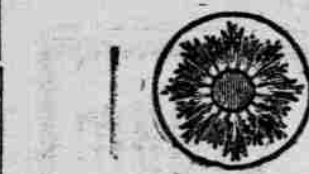
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